Declassified/Released US Department of State EO Systematic Review 30 JUN 2005

Message Text

CONFIDENTIAL

PAGE 01 STATE 012937

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ORIGIN EUR-25

INFO OCT-01 ISO-00 DODE-00 PM-07 MC-02 NSC-10 SS-20

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IGA-02 SPC-03 TRSE-00 OMB-01 H-03 /099 R

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AIS FORCE: W. ROBINSON
PM/ISP:JAGRAHAM
JCS (J-5):B/G CHRISTIANSEN
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PM/SIS;RSMITH
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R 211907Z JAN 74
FM SECSTATE WASHDC
TO AMEMBASSY BRUSSELS
AMEMBASSY THE HAGUE
USMISSION NATO
AMEMBASSY OSLO
USCINCEUR
INFO AMEMBASSY ROME
AMEMBASSY PARIS
AMEMBASSY COPENHAGEN
AMEMBASSY LONDON
AMEMBASSY BONN
USDELMC
USNMR SHAPE

C O N F I D E N T I A L STATE 012937

E.O. 11652:GDS
TAGS: MASS, EBXP, BE
SUBJ: REPLACEMENT AIRCRAFT FOR F-104

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PAGE 02 STATE 012937

1. REPORTS INDICATE NETHERLANDS AND BELGIUM MAY REACH A

Declassified/Released US Department of State EO Systematic Review 30 JUN 2005

Declassified/Released US Department of State EO Systematic Review 30 JUN 2005

DECISION AS EARLY AS NEXT FEW MONTHS REGARDING REPLACMENT AIRCRAFT FOR F-104. IN VIEW OF ECONOMIC AND MILITARY ADVANTAGES ACCRUING FROM SELECTION OF A U.S. CANDIDATE, IT REMAINS ESSENTIAL THAT EVERY EFFORT BE MADE TO INFLUENCE THEIR DECISION TOWARD THIS END. A PRIME CONSIDERATION IS THAT ANY OF THE THREE U.S. CANDIDATES WOULD PROVIDE AN AIRCRAFT OF MARKEDLY SUPERIOR PERFORMANCE IN COMPARISON TO THE OTHER COMPETING AIRCRAFT.

2. SUGGESTIONS IN BRUSSELS 7280 AND 7369 AND USNATO 21 REGARDING USG SUPPORT ARE BEING EXPLORED IN DEPTH. COMPETITION AMONG THREE U.S. CONTENDERS HAS STIMULATED IMAGINATIVE COMPANY PROPOSALS AND ENHANCED THE POSSIBILITY THAT U.S. DEVELOPMENT ACTIVITIES WILL RESULT IN SELECTION OF A U.S. AIRCRAFT. USG IS MEANWHILE SEEKING APPROPRIATE MEANS FOR GOVERNMENTAL SUPPORT AND THE IDEAS SUGGESTED IN REFTELS ARE AMONG THOSE BEING CONSIDERED. EMBASSIES SHOULD CONTINUE TO CONVEY USG INTEREST IN CHOICE OF A U-S. REPLACEMENT AIRCRAFT AND EMPHASIZE THAT DIRECTION OF USG EXPLORATION IS IN CONTEXT OF TRYING TO ACCOMMODATE EUROPEAN INDUSTRIAL AND GOVERNMENTAL NEEDS.

3. SELECTION OF U.S. AIRCRAFT WOULD ASSIST IN DEMONSTRATING WILLINGNESS OF ALLIES TO COOPERATE IN SHARING DEFENSE BURDENS WITH THE U.S., NEED FOR WHICH HAS BEEN REEMPHASIZED BY ENACTMENT OF JACKSON-NUNN AMENDMENT. DEPENDING TO SOME EXTENT ON WHICH U.S. DESIGN MAY BE SELECTED, SPECIFIC ARRANGEMENTS COULD BE WORKED OUT FOR MANUFACTURING OF COMPONENTS AND/OR ASSEMBLY IN-COUNTRY SO THAT NATIONAL INDUSTRIES COULD BENEFIT FROM THE ACQUISITION. POTENTIAL WORLDWIDE MARKET FOR ADDITIONAL SALES COULD SUBSTANTIALLY BENEFIT PARTICIPATING INDUSTRIES, AND WE BELIEVE U.S. AIRCRAFT WOULD HAVE THE GREATEST SALES POTENTIAL ON THE WORLD MARKET. TRANSFER OF MOST MODERN U.S. TECHNOLOGY TO PARTICIPATING NATIONS IS INHERENT IN U.S. PROPOSALS.

4. SELECTION OF THE SAME AIRCRAFT BY NETHERLANDS, BELGIUM AND NORWAY WOULD BE A MOVE TOWARD COMMONALITY THAT HAS BEEN A LONG-STANDING NATO GOAL, MOST RECENTLY REITERATED BY LUNS AND SECDEF AT THE DECEMBER DPC. U.S. HAS A CONFIDENTIAL

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PAGE 03 STATE 012937

DEMONSTRATED RECORD OF FOLLOW-ON SUPPORT AND SUPPLY SERVICE FOR U.S.-PRODUCED AIRCRAFT, EVEN THOSE NOT IN THE U.S. INVENTORY. THIS IS REPORTEDLY NOT THE CASE FOR AIRCRAFT PROCURED FROM FRANCE. OUR CONCLUSION IS THAT U.S. SUPPORT WOULD PROVIDE MORE COMBAT-READY AIRCRAFT TO MEET NATO REQUIREMENTS.

5. VARIOUS REPORTS INDICATED THAT SOME GOVERNMENTS MAY BE

Declassified/Released US Department of State EO Systematic Review 30 JUN 2005

Declassified/Released US Department of State EO Systematic Review 30 JUN 2005

LEANING TOWARD SELECTION OF SUPER F-1 ON THE BASIS OF ECONOMIC OFFSET AND AN ASSUMPTION THAT IT IS LESS A QUOTE PAPER AIRPLANE UNQUOTE THAN THE U.S. CONTENDERS. WE SHOULD SEEK OPPORTUNITIES TO NOTE TO THESE GOVERNMENTS THAT BOTH THE NEW SNECMA M-53 SUPER ATAR ENGINE AND THE AIRFRAME FOR THE SUPER F-1 HAVE YET TO UNDERGO AND COMPLETE THE REQUIRED TESTING AND CERTIFICATION. MOREOVER, THE SUPER F-1 IS NOT PRESENTLY PROGRAMMED TO ENTER THE FRENCH INVENTORY AND ITS PURCHASE WOULD REPRESENT AN OFF THE SHELF, EARLIER GENERATION DESIGN. DESPITE THE NEW ENGINE, IT DOES NOT INCORPORATE THE ADVANCED TECHNOLOGY AND STATE OF THE ART WHICH THE EUROPEAN AIRCRAFT INDUSTRY IS SEEKING. IN CONTRAST, ALL THREE U.S. DESIGNS ARE MORE ADVANCED THAN THE F-1. THE LOCKHEED CL-1200 ALSO INCORPORATES AN ALREADY PROVEN HIGH THRUST-TO-WEIGHT ENGINE. THE GENERAL DYNAMICS YF-16 AND NORTHROP YF-17 PROTOTYPES, WHICH REPRESENT THE MOST ADVANCED TECHNOLOGY AND STATE OF THE ART WILL INITIATE FLIGHT TEST IN JANUARY AND APRIL 1974, RESPECTIVELY. WHILE THESE TWO AIRCRAFT WERE PRIMARILY INTENDED AS TECHNOLOGY DEMONSTRATORS, USAF PLANS TO INVESTIGATE THE DESIRABILITY OF ENTERING DEVELOPMENT OF ONE OF THE DESIGNS IN 1975. THE USAF ALSO ANTICIPATES

FY 75 FUNDING TO CONTINUE DEVELOPMENT OF THE GE-YJ101 ENGINE BEYOND THE CURRENT FLIGHT TEST RATING.

6. OTHER GOVERNMENTS SHOULD BE AWARE THAT GENERAL EUROPEAN SELECTION OF A FRENCH AIRCRAFT AS THE F-104 REPLACEMENT, WHICH WOULD CONSTITUTE A MAJOR PROCUREMENT DECISION, WOULD BE VERY POORLY RECEIVED IN THE CONGRESS, EVEN THOUGH IT WOULD BE ARGUED THAT SUCH A SELECTION IS A STEP TOWARD CLOSER RELATIONS AMONG EUROPEAN MEMBERS OF NATO.WE CANNOT FORESEE THE CONSEQUENCES OF CONGRESSIONAL REACTION, CONFIDENTIAL

BUT IT WOULD DOUBTLESS EXACERBATE THE FEELINGS UNDERLY*NG THE JACKSON-NUNN AMENDMENT.

7. EVERY OPPORTUNITY SHOULD BE TAKEN TO POINT OUT THE ADVANTAGES OUTLINED ABOVE AND OTHERS MENTIONED IN USNATO 21. IF A U.S. AIRCRAFT IS SELECTED, THE ALLIES WOULD BE EQUIPPED WITH A SUPERIOR MULTI-ROLE AIRCRAFT, WITH FLEXIBILITY TO BE READILY ADAPTED TO ANY SPECIALIZED ROLE.
FYI FURTHERMORE, THE NET WORLDWIDE DOLLAR INFLOW FROM SELECTION OF A U.S. CANDIDATE HAS BEEN ESTIMATED TO BE BETWEEN THREE AND EIGHT BILLION DOLLARS. END FYI.

8. WOULD APPRECIATE ASSESSMENT BY BRUSSELS OF REPORT THAT BRITISH AIRCRAFT CORPORATION AND SEPECAT HAVE SUCCESSFULLY PUSHED BELGIAN CONSIDERATION OF ANGLO-FRENCH JAGUAR AS A

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SERIOUS ENTRY IN THE COMPETITION. KISSINGER

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Decaption Date: 01 JAN 1960
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Disposition Approved on Date:
Disposition Authority: golinofr
Disposition Case Number: n/a
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Disposition Date: 28 MAY 2004
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Document Unique ID: 00
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Enclosure: n/a
Executive Order: GS
Errors: N/A
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Handling Restrictions: n/a
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EO Systematic Review
30 JUN 2005

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To: BRUSSELS MULTIPLE
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